SPECIAL INSTRUCTIONS

1. Trains handling logs must stop and crew must inspect loads and chains before crossing bridge located 2¾ miles east of Klamath Falls.

2. While moving, trainmen must observe track from rear of caboose for indications of derailment or fallen logs. Between sunset and sunrise two Dietz lanterns must be placed on rear of caboose to assist in this inspection.

3. When trains handling logs are required to meet or pass other trains, thorough inspection must be made before passing to insure proper clearance.

4. Except when extraordinary conditions require, trainmen will not ride on cars containing loads of logs.

5. Helper engines must not be placed behind wooden underframe cars nor wooden underframe cabooses. Engines weighing more than 330,000 lbs. on the drivers must not be placed behind steel underframe cabooses.

6. Bridge 2¾ miles east of Klamath Falls is not standard clearance on side. Height 22 feet.

7. Transportation Department Employes will be governed by the Consolidated Code of Operating Rules and General Instructions, effective December 1, 1945, of the Great Northern Railway Company. Except as otherwise indicated by the Special Instructions contained in this time-table, they will also be governed by the Great Northern, Klamath Division time-table Special Instructions currently in effect, under caption "All Subdivisions" as far as applicable.

8. Normal position of switch at West Switchback and switch at East Switchback will be for movement via switchback.

AIR BRAKE RULES

Employes whose duties are concerned with air brake rules and regulations will be governed by Great Northern Railway Company's "Rules and Instructions Governing Operation Inspection and Maintenance of Air Brake and Air Signal Equipment."

Rule 14-h Maintain brake pipe pressure of 80 pounds on freight trains. Rear end test must be made on all trains immediately before leaving West Switchback in either direction. Where visibility does not permit transmission of signals between the lead engine and rear of train, or at any point that the Superintendent may designate, the engineer must charge the brake system to not less than ten pounds below standard pressure, make a reduction of ten pounds, and as soon as the brake valve exhaust closes, signal the trainmen by one sound of the air horn, in accordance with Transportation Rule 14-A. The angle cock at the rear of the train must then be opened gradually and with care to avoid emergency action, allowing only enough air to escape to cause the brake pipe gauge hand on the engine to indicate. When the engineer notes the brake pipe pressure falling, as indicated by the gauge, he must signal the trainmen by two sounds of the air horn, in accordance with Transportation Rule 14-B; the angle cock must then be closed. When the brake pipe pressure has stopped falling, the engineer must release the brakes in accordance with air brake rules.

One operative retainer for the amount of tons shown below must be turned up.

65 tons West Switchback to Sprague River Eastward.

65 tons West Switchback to Horton Westward, Tonnage between West Switchback and Sprague River and between West Switchback and Horton must not exceed 65 tons per operative brake.

Watch Inspector

J. C. Renie............................Klamath Falls

S. H. Snell.........................Chief Dispatcher
D. E. Parks.........................Trainmaster

OREGON, CALIFORNIA AND EASTERN RAILWAY

TIME TABLE

No. 8

Wednesday, January 1, 1958

EFFECTIVE AT 12:01 A. M.

PACIFIC STANDARD TIME

For the government and information of employes only.

R. H. HEMMESCH, Superintendent

Printed in U.S.A.

EASTWARD | WESTWARD

Car Capacity		SECOND CLASS			Time Table No. 8 Effective January 1, 1958			
Sidings	Other Tracks	660 Daily Except Sunday	658 Daily Except Sunday	Distance from Klamath Falls	STATIONS	SIGNS		
....	366	11.30 AM	10.01 AM	0.0	KLAMATH FALLS	BDKNOPR VWXYZ	....	....
					3.6			
14	....	11.41	10.11	3.6	HAGER	P	....	....
					1.6			
....	10	11.46	10.16	5.2	PINE GROVE	....	....	....
					2.3			
....	5	11.53	10.23	7.5	OLENE	....	....	....
					4.8			
....	6	12.10	10.40	12.3	SWAN LAKE	....	....	....
					2.8			
31	....	12.19	10.49	15.1	MOYINA	P	....	....
					2.2			
....	40	12.30	11.01	17.3	DAIRY	YP	....	....
					7.8			
....	25	12.53	11.23	25.1	HORTON	PX	....	....
					6.6			
....	58	1.18	11.46	31.7	WEST SWITCHBACK	P	....	....
					1.3			
....	58	1.28	11.56	33.0	EAST SWITCHBACK	....	....	....
					4.8			
62	69	1.45	12.10	37.8	SPRAGUE RIVER	DPRXY	....	....
					13.0			
25	....	2.25	12.48	50.8	BEATTY	XP	....	....
					0.5			
....	....	2.30 PM	12.50	51.3	SYCAN	RPVX	....	....
					8.2			
....	....	....	1.15	59.5	NORTHFORK	P	....	....
					3.9			
....	122	....	1.25 PM	63.4	BLY	PRXY	....	....
		3.00 17.1	3.24 18.6		Time over Subdivision Average speed per hour			

Westward trains are superior to eastward trains of the same class.

SPEED RESTRICTIONS

TERRITORY	Trains Handling Logs	Trains Not Handling Logs	Engines Backing with or Without Cars
MP 0.0 to MP 27, except:	20 MPH	25 MPH	20 MPH
Bridge MP 2.75	10 MPH	10 MPH	10 MPH
Through Rock Cut MP 13.4	15 MPH	15 MPH	15 MPH
MP 27 to MP 37.8	20 MPH	20 MPH	15 MPH
MP 37.8 to MP 63.4	20 MPH	25 MPH	20 MPH

RATING OF ENGINES IN TONS

NOMINAL CLASS	Eastward			Westward		
	Klamath Falls to Horton	Horton to West Switchback	West Switchback to Bly	Bly to Sprague River	Sprague River to West Switchback	West Switchback to Klamath Falls
GP-9	1650	1050	4000	4000	1350	2400

Look out for falling rocks in cut at MP 9, between MP 13 and MP 14, and between MP 17 and 18.